PASSENGER ISSUES

MARINE CORPS TACK-ON
23 April 2007

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LPD-2

PASSENGER TRAVEL

- **HQMC Passenger Services**
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PASSENGER TRAVEL

- **Overview**
  - Defense Travel System Travel
  - Unused Ticket Report/Audit
  - Premium Class Travel
  - Leave in Conjunction with Official Travel
  - Traditional Travel Services
  - Centralized Billed Accounts

  - Commercial Travel Office Contracts
  - Other Items of Interest

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- **Defense Travel System Travel**
  - Marine Corps continues to push usage as mandated
  - Phase III site implementation well underway
  - Routine TAD travel executed through DTS
    - 55% and continuing to grow
  - Works best when TMOs foster positive and frequent interaction with AOs, LDTAs, ODTAs and others
  - MARADMIN 617/06 on DTS
    - Highlights cost concerns
    - Recommends a collective effort to help steer travelers and AOs to best value and regulatory compliant travel

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- **Unused Ticket Report / Audit**
  - Reporting process continues to mature
    - TMO efforts to meet quarterly suspense are appreciated
      - Use format provided in the DTR
    - TMOs are helping to recover over $10 million a year!
  - Challenge
    - Recovery of unused paper tickets and non-ARC reporting commuter airlines
  - Navy Audit Team conducted an audit this year
    - Formal report forthcoming
    - Increased IBA use is a likely recommendation

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- **Premium Class Travel**
  - BLUF, all Marine Corps funded premium class travel must be approved by ACMC
    - Process IAW MARADMIN 476
    - Ensure reports are provided to MPO semi-annually
  - GAO continues to audit this process using Bank of America data
    - Class of service codes visible in the BOA data streams suggests some use of premium class travel
    - Zero tolerance policy issue

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- **Leave in Conjunction with Official Travel**
  - Big challenge meeting traveler expectations and staying inbounds from a regulatory standpoint
  - Use of DTS make the process even more challenging
  - Today's guidance doesn't provide enough flexibility to facilitate and institutionalize the process
  - LPD working with RFF, DTMO and others to work out more flexible approach to processing LICWO
  - Way ahead is to coordinate, simplify and institutionalize and publish LICWO procedures

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- **Traditional Travel Services**
  - Still accounts for a significant volume of TAD travel
  - DTS is not on a timeline to facilitate PCS travel
  - TMOs continue to modernize and streamline traditional travel service procedures
    - Take advantage of CTO automation tools
  - Continue to manage for best value travel
    - City Pairs
    - Capacity Controlled Fares
    - Restricted Fares in some markets

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- **Centralized Billed Accounts**
  - Reconciliation
    - AGTRv2 best reconciliation tool in the business
      - Saves thousands in DFAS processing fees
    - DTS CBA Reconciliation Module
      - Henderson Hall testing and providing metrics
        - »Labor intensive, cumbersome, rigid
        - »Not ready for further deployment
  - New Government Travel Cards Contracts
    - 10 year BOA contract ends next year
    - Expecting major final reconciliation challenges

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- **Commercial Travel Office Contracts**
  - Worldwide contracting effort continues to stall
  - Contracting Officer Representatives (CORs) must stay engaged and help facilitate extensions
  - Extensions and bridges of our current CTO contracts
    - DTMO/ITEC4 Contracting Officers have the lead on recommending and approving contract extension strategies
    - Help keep the issue in contracting lanes
    - Elevate concerns and stay proactive

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- **Other items of interest**
  - Human Remain Shipments
  - Space A Travel
  - Circuitous Travel
  - Servicing Airports
  - CBA Working Group
  - GSA City Pair Submissions
  - Patriot Express
  - GTR Usage
  - Pet Shipments

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QUESTIONS